THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): The authorised capital of Steel Authority of India Ltd. as on 31st March, 1990 was Rs 5,000 Crores.

The turnover of SAIL in the last three years has been as below:

(Rs. in Crores)

Year	Turnover	
1988-89	6624.98	
1989-90	7420.20	
19990-91	8184.36	(Provisional,; accounts under finalisation).

The projected demand for steel in the country is to be met from the combined production of SAIL, the other integrated steel plants like Visakhapatnam Steel Plant and the Tata Iron and Steel Co., and from the secondary sector. Though overall shortage of steel in 1994-95 is not projected, the demand availability gap, if any, would have to be met through imports.

Affairs of Bird Companies

860. SHRI RAM NARESH YADAV: Will the Minister of STEEL be pleased to state:

(a) whether Government looks after the affairs of some of the companies of the Bird Group; if so, the names of these companies;

(b) how many of these companies are running in losses; and

(c) what steps Government propose to take to remedy the situation thereof.

THE MINISTER OF STATE (IN DEPENDENT CHARGE) OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) (a) By virtue of Act No. 57 of 1980, the Undertaking of the erstwhile Bird & Co. Ltd. was acquired by the Government of India w.e.f. 25.1.1980. Consequently, shares held by Bird & Co. Ltd. in 21 companies specified in Sl. No. 1 to the Act stood transferred to the Central Government.

The following 8 companies of the Bird & Co. Ltd. came under the administrative control of the Ministry of Steel:

(a) The Orissa Minerals Development Co. Ltd. (OMDCL)

(b) The Bisra Stone Lime Co. Ltd.t (BSLCL)

(c) The Karanpura Development Co. Ltd. (KDCL)

(d) Scott & Saxby Ltd. (SSL), a fully owned subsidiary of KDCL.

(e) Eastern Investments Ltd. (EIL)

(f) Burrakur Coal Co. Ltd.

(f Borrea Coal Co. Ltd., a subsidiary of EIL.

(h) Kumardhubi Fireclay & Silica Works Ltd, (KFSWL)

(b) All the companies except Eastern Investments Ltd are incurring losses.

(c) The management of the companies under the Bird Group was taken over by the Government in view of mis-management and its precarious financial position. It has been the effort of the Government to undertake measures which would improve their via-bility and protect the interest of the workers. Steps taken include providing financial assistance, rehabilitation and modernisation of plant and equipment and marketing tie-up with major consumers. These measures have helped in halting further decline in financial health of the companies while few are showing signs of revival.

Causes of Rail Accidents

861. SHRIMATI KAMLA SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) the causes of the increased number of railway accidents in the recent months; and

(b) whether it is a fact that work of a permanent nature has been given to the private contractors, leading to negligence in the maintenance of tracks and in other crucial areas?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The marginal increase in train accidents during the first five months of the current financial year, when compared with the corresponding period of last year, is entirely due to sharp increase in accidents at unmanned level crossings, caused due to negligence of the road users.

(b) Maintenance work of permanent nature is not given to private contractors. Regular maintenance of tracks is carried out departmentally.

भारतीय इस्पात प्राधिकरण लिमिटेड की उत्पादन-लागत में वृद्धि

862. **श्री रणजीत सिंह:**
श्री राम जेठमलानी:

क्या इस्पात मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का ध्यान दिनांक 28 जुलाई 1991 के "फाइनैन्शियल एक्सप्रेस" में "प्रोडक्शन कास्टपस एक्ट सेल टू गो अप बाइ रूपिज 465 करोड़स" शीर्षक से प्रकाशित समाचार की ओर दिलाया गया है;

(ख) यदि हां, तो क्या यह सच है कि सरकार द्वारा हाल ही में लिए गए निर्णयों के कारण इस्पात की उत्पादन-लागत में वृद्धि होगी;

(ग) यदि हां, तो क्या यह सच है कि इस्पात की उत्पादन लागत में इस वृद्धि से पहले भी अंतर्राष्ट्रीय बाजार में भारतीय इस्पात की कीमतें विश्व के अन्य देशों के मुकाबले अधिक थीं;

(घ) यदि हां, तो उसका पूरा ब्यौरा क्या है; और

(ङ) क्या उत्पादन लागत में वृद्धि की वसूली उपभोक्ताओं से करने के बजाए सरकार ने इस्पात की उत्पादन क्षमता में वृद्धि करने अथवा उत्पादन बढ़ाने या प्रशासनिक खर्चे को घटाने के लिए कोई प्रयास किए हैं, यदि नहीं, तो इसका क्या कारण है?

इस्पात मंत्रालय के राज्य मंत्री (स्वतंत्र प्रभार) (श्री सन्तोष मोहन देव): (क) और (ख) जी, हां।

(ग) और (घ) अन्तर्राष्ट्रीय बाजार में इस्पात की विभिन्न श्रेणियों की कीमतें अन्तर्राष्ट्रीय व्यापार परिस्थितियों पर